

# DAILY HONOLULU PRESS.

VOLUME I.

HONOLULU, HAWAIIAN ISLANDS, THURSDAY SEPTEMBER 17, 1885.

NO. 15.

## LYCEUM EXPERIENCES.

**Elizabeth Cady Stanton Tells About the Pleasures of Lecturing.**  
**Fighting from Point to Point—Repacking the Platform Dress—A Midnight Lecture on the Mischief—The Autograph Addiction.**

Our American system of lyceum bureaus and lecturing has been truly remarkable, both for its thoroughness and stability. Having decided to enter that profession, you choose your bureau, which at once gets out a lithograph of you, collects all the puffs you have ever had, and puts both in a pamphlet, with others of the fraternity, which is sent broadcast through the land. Having secured a list of engagements the bureau writes out your appointments with exact directions how to go, dates, railroad time, etc., which are studied up with wonderful accuracy.

As you pay the bureau ten per cent of what you make it is their interest to see that you speak every evening, if possible. To this end you travel night and day. Neither the bureau that employs you nor the committee that engages you have the slightest interest in your eating, sleeping or resting, so that you step on the platform at the appointed hour, fresh and smiling, charged with enough magnetism to hold the audience. You speak from one to two hours, shake hands with friends for half an hour, then hurry to your hotel, don your traveling attire, repack your platform dress, then chat with friends until it is time for the midnight train, and start for the next point, where you may arrive just in time for the evening performance.

You are not always sure of a sleeping car by any means. Oftentimes in waiting for a train at some cross road you may sit at a station until the small hours of morning, and then take the caboose on a freight train at last. Eight months of such fatigue, with all the social festivities, dinners, suppers, receptions and the extra speaking in schools, colleges, prisons, charitable institutions, and sometimes twice on Sundays, together make a severe strain on any ordinary constitution. The bureau used to say there were no more enduring, persevering lecturers than Anna E. Dickinson, Mary A. Livermore, Susan B. Anthony and myself; none that through the entire season so promptly fulfilled all engagements; none that braved the summer's heat, the wintry blast, the spring and autumn floods with more heroic equanimity. Traveling from Maine to Texas for nearly twenty years, what trials and hardships, what varied, amusing experiences all of us could give!

I remember one cold winter night crossing the Mississippi to McGregor, in Iowa. Our boat, crowded with a whole train of railroad passengers, was blocked with ice midway, and there she stood for hours. The people, crowded and uncomfortable, stood aloof, tired, sleepy, hungry, cross, children crying, women complaining, men uttering ever and anon most emphatic expletives. In the midst of the general hubbub a delegation of gentlemen invited me to entertain the passengers with a speech on woman suffrage, as there were some southern gentlemen on board who desired to discuss the question with me. Always benevolently inclined to enlighten my countrymen on this subject, I readily consented. The boat was called to order, and there, at midnight, in the middle of the Mississippi, after I had fairly presented the question, we held a lively discussion.

It is said that there are no people so good-natured under trying circumstances as the Americans, and the experience of that night proved the truth of the assertion. Our condition was, indeed, exasperating; but there we all stood, laughing, talking, debating the fundamental principles of Republican government, with frozen feet and empty stomachs, for three mortal hours.

The children, one by one, had dropped to sleep; the women, in contemplating their civil and political grievances, forgot their surroundings; the men, in viewing the faithful pictures of their tyranny and oppression, felt, no doubt, that a brief imprisonment in the bosom of the Great Father of Waters was no more than they deserved.

That was a winter of heavy snow storms in the west, and the railroads were oftentimes blocked. Having an engagement at Maquoketa, Iowa, I stopped at Lyons to take a northern road. Arriving at noon, I found there was no train running. "How far is it to Maquoketa?" I inquired. "Forty miles," said the landlady. "How long would it take to drive there across the country?" I asked. "Between seven and eight hours," he replied.

"How are the roads?" "Almost impassable," cried half a dozen men, listening to our conversation. But accustomed to magnificent snow drifts in my young days I was not easily frightened. So I inquired if I could get a comfortable sleigh, a span of good horses and a brave driver.

"Oh, yes, madam," was the prompt reply; but you could not stand the fatigue of the journey, and it is bitter cold and the wind will go through you like needles.

"I will risk myself if you can give me a fair outfit."

"I can give you the best driver and horses in the State," said he, "and will try and make you comfortable, if you are determined to start, but I have my doubts about your getting there."

After a hasty dinner the sleigh was at the door, with a hot oak board for my feet; so, donning a fur sack and a net hood over my bonnet, I stepped into the sleigh, where I was enclosed in two large buffalo robes, the tails tied on either shoulder, effectually barring every entrance to the wind. I was so securely wedged in that moving, or winking even, seemed impracticable.

"There," said the landlady, giving the finishing touches, "if you will sit perfectly still you will come out at Maquoketa, if you ever get there, as warm as you start."

The driver in front, well clad, cracked his whip and we were off. He had gone

six miles when we met some empty lumber sleds returning from a neighboring town. "How are the roads ahead?" said the driver. "Impassable," they replied. "Then, how did you get through?" said I. "With difficulty, madam," "Well," said I to the driver, "let us go on until we find them impassable. If these men went through with loads, we surely can with none at all," for I had left my baggage at Lyons, there not being room in the sleigh. And so we went on and on, making six miles an hour, although all the travelers we met told us the roads were impassable.

I had telegraphed from Lyons that I should reach Maquoketa at eight o'clock driving across the country, but although the committee there thought I could not reach them, they had the hall warm and agreed to notify the audience by ringing the bell.

As the clock struck 8 we drove into the town, and I alighted at the door of the hall. After some gentlemen had untied the various knots that held me in position, the driver and all laughing heartily over my discomfiture, I fulfilled the landlady's prophecy and came forth as warm as I started. I went into a house next door, gave a few touches to my toilet, but did not stop to eat or rest until my appointed work was finished. The reader can readily imagine with what zest I enjoyed my supper and night's rest after a drive of eight hours, a speech of two, a half hour of hand shaking and pleasant chatting at bedside until midnight.

An early start and a long drive the next day for another appointment was a hard experience, and did not go less fatiguing continued through two stormy weeks of extremely cold weather. And in all that time I never caught a glimpse of my portmanteau. While the landlady performed her subtle arts on my meagre wardrobe, I betook myself to the land of dreams.

Spending a few days at the Sherman House, in Chicago, after these severe experiences, I met there Charles Bradlaugh and Gen. Kilpatrick, who had also been lecturing under difficulties.

"Well," said the General, "how many appointments have you lost in these deep snows?"

"Not one," said I.

"That is possible!" he replied. "Why, we have lost two entire weeks in Iowa. The roads were blocked at various points, and traveling was out of the question. How did you manage?"

"Why," I replied, "I took a sleigh from point to point across the country," making my expedition appear as easy as possible, in order to ridicule the General; that while he was lecturing on "Sherman's March to the Sea" he had not the practical genius to march through a few snowdrifts in Ohio.

One of the great pleasures in those trips was occasionally meeting our fellow-sufferers at a quiet hotel in some of the western cities. What jovial times we had comparing our experiences, sight seeing, going to operas, concerts, and theatres together. No one ever thoroughly appreciates the pleasure of sitting in an audience and being amused, until he has first had the whole responsibility of entertaining an audience for one or two hours himself. But those pleasures were rare. It was remarkable how seldom we met. Like ships at sea, we passed each other and to fro on the boundless prairies. Now, perchance, one might catch a glimpse of Wendell Phillips, Schuyler Colfax, or Theodore Tilton, or some famous evening listen to the vivid descriptions of old New England days, of Christmas and Thanksgiving, of courtesies and sleighrides all in rhyme, by John G. Saxo, or one might enjoy a few hours on the train with Anne Dickinson or Frederick Douglass, the latter all dressed in fur cap and coat, robe in hand, looking as if he were ready for an expedition to the North pole. He was lecturing on "William the Silent," and some of his friends said he might as well be silent, as none of his old-time fervor was ever roused by his lecture.

It was amusing, too, at the various points to look at the autograph books wherein the army of lecturers, teachers and singers inscribed their names and sentiments. A few did indulge in some variety, but Schuyler Colfax "as ever true to this stanza:

"Count that day lost  
Whose low descending sun  
Views from thy hand  
No worthy action done."

I rallied him once on the steadfastness of his reputation. "Alas!" said he, "any change would involve thought, and I am too tired on those trips to exercise an extra muscle of mind or body."

Most of my fellow-travelers regarded these autograph books as never-ending books, but as I made them a medium of communication for all my heresies I felt that I did a great disservice to my cause in inscribing on these gaily decorated and gilded pages some of the following sentiments:

"Man and woman a simultaneous creation. Genesis 1, 27th and 28th."  
"The masculine and feminine elements are equal in the Godhead."

"We have proved it possible to have a state without a king, a church without a pope, a currency without a gold basis and a family without a divinely ordained head."

I congratulated myself that these assertions and many others equally suggestive, have impressed even the autograph books into the service of our beneficent reform movements. Some of the others struck more lofty keys.

"Give me liberty or give me death," FREDERICK DOUGLASS.  
"The world belongs to those who take it," ANNA E. DICKINSON.  
"I am a citizen of the United States and demand the right to vote," SUSAN B. ANTHONY.

"Character is destiny," MARY A. LIVERMORE.  
But enough to show what inspiring thoughts can be breathed into the ears of our young people through their autograph books. These candidate fellows can talk pretty slick about the grandeur and independence of farm life, but I'll wager my last year's straw hat that none of 'em ever tried to convince a pig that it ought to go out of the garden by way of the same hole in the fence that it came in.

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Capital and Reserve, Reichsmark, \$3,000,000.  
Their Re-Insurance Companies, "33,000,000."  
The Agents of the above Company, for the Hawaiian Islands, are prepared to insure Buildings, Furniture, Merchandise and Produce, Machinery, etc., also Sugar and Rice Mills, and vessels in the harbor, against loss or damage by fire, on the most favorable terms. 210-261

**PHILADELPHIA BOARD OF UNDERWRITERS.**  
**C. BREWER & Co.,**  
**Agents for the Hawaiian Islands.**  
210-261

**TRANS-ATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.**  
**H. HACKFELD & Co., Agents.**  
Capital and Reserve, Reichsmark, 6,000,000.  
their Re-Insurance Companies "101,500,000."  
Total, Reichsmark, 107,500,000.  
The Agents of the above Company, for the Hawaiian Islands, are prepared to insure Buildings, Furniture, Merchandise and Produce, Machinery, etc., also Sugar and Rice Mills, and vessels in the harbor against loss or damage by fire, on the most favorable terms. 210-261

**THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.**  
**BISHOP & Co., AGENTS.**  
ESTABLISHED 1836.  
Unlimited Liability to Stockholders.  
Assets, £1,250,000. \$3,125,000.  
Reserve, £1,000,000. \$2,500,000.  
Income year 1884, £675,000. \$1,687,500.  
Premiums received after deduction of re-insurance, £5,384,795. \$13,461,975.  
Losses promptly adjusted and paid here. 210-261

**UNION MARINE INSURANCE COMPANY OF SAN FRANCISCO.**  
**CASTLE & COOKE, AGENTS.**  
Incorporated 1835. 210-261

**NEW ENGLAND MUTUAL LIFE Insurance Company of Boston, Mass.**  
INCORPORATED 1835.  
Assets January 1st, 1884, nearly \$17,000,000.  
Policies issued on the most favorable terms